

Established February, 1845.

PRICE, \$2 PER MONTH

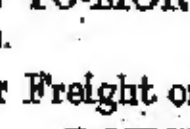
Shipping

Shipping:

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

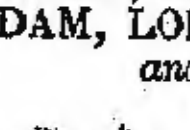
FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Fernand
Capt. BARNETT, will be
despatched for the above
ports **TO-MORROW**, the 27th Instant, at
four.

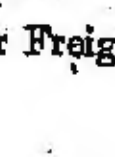
For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers.


Hongkong, September 26, 1892. 1663

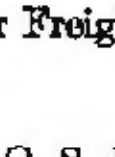
**FOR SINGAPORE, HAVRE AND
HAMBURG.**
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.)

The Steamship
Hesperio




 Captain R. WITT, will
 be despatched for the
 above Ports on **TUESDAY**, the 27th Inst,
 at 4 p.m.
 For Freight or Passage, apply to
SIEMSEN & Co.,
 Agents.
 -Hongkong, September 13, 1892. 1637

STEAM TO STRAITS & BOMBAY.
(Calling at COLOMBO.)
 The P. & O. S. N. Co.'s
 Steamship

Thriest,
 Captain **L. M. WIMMER,**
 N.R., will leave for the above places on
WEDNESDAY, the 28th Instant, at Noon.
 For Freight, apply to
H. H. JOSEPH,
 Superintendent.
 & O. S. N. Co.'s Office,
 Hongkong, September 20, 1892. 1651

TEAM TO YOKOHAMA, VIA NAGA-
SAKI AND KOBE.
(Passing through the INLAND SEA.)
 The P. & O. S. N. Co.'s
 Steamship

Ancone,
 Captain **W. D. MONTGOMERY,**
 will leave for the above places on **THURSDAY**, the 29th Instant, at Noon.
 For Freight or Passage, apply to

H. H. JOSEPH,
Superintendent.
& O. S. N. Co.'s Office.
Hongkong, September 20, 1892. 1632

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHWANG, TIENSIN, HANKOW
and Ports on the YANGTSE.)

The Co.'s Steamship
Polphemus,
Capt. _____

FOR SHANGHAI VIA AMOY.
 Taking Cargo & Passengers at through rates
 for NINGPO, CHEFOO, NEW
 CHIWANG, TIENTSIN, HANKOW
 and Ports on the YANGTSE.)
 The Co.'s Steamship

 Captain NELSON, will be
despatched as above on
THURSDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 23, 1892. 1653

**CHINA NAVIGATION COMPANY,
LIMITED.**

**OR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.**
The Co.'s Steamship

 Taiyuan,
R. NELSON, R.N.R.,
Commander, will be de-
parted as above on FRIDAY, the 30th
instant.

The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon and Cabins
are situated forward of the Engine.
Second-class Passengers are berthed in the
middle of the ship.
A Refrigerating Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon is
on board.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 20, 1892. 1591

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG
AND SOURABAYA.

The Steamship
Ruche,
Captain *Quill*, will be
despatched as above on
FRIDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 23, 1892. 1873

Sailing Vessels.

FOR NEW YORK.

The 100 *A.T.* Italian Barque
Oriente,
MARESCA, Master, will load for
the above Port, and will have
quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, September 24, 1892. 1873

As will be seen from an advertisement, Mr. Orlando Harley, the American tenor, will give a concert in the City Hall on Thursday afternoon. Mr. Harley will be assisted by several amateurs.

It is notified in Saturday's Gazette that His Excellency the Governor has appointed Mr. James Jardine Bell-Irving to be a member of the Legislative Council provisionally and during the absence of the Hon. J. J. Kewick from the Colony.

Taxi-tomah handiaps at Mount Austin Hotel was brought to a successful termination on Saturday afternoon, when Messrs G. S. Conon and E. J. Conon defeated Messrs C. M. Fifth and V. A. Cress Hawkins. The former won right out, the scores being 6-4, 6-3, 6-2—a somewhat unexpected result, after the sturdy play of the losers in the two previous games.

The Manila papers announce with regret that the Messageries Maritimes steamer will, at the end of the year, cease running between Saigon and Manila. There are two reasons for this determination on the part of the Company—the scanty trade between the two ports, or the excess of tonnage required by the Manila Outposts.

The *Come-Go* of the 14th instant has entered the Lido river, ran against the promontory opposite Punta Lorienta. The Captain of the Port ordered an enquiry to be held into the accident and into the conduct of the pilot, but the Captain of the steamer declared that the pilot, was not at fault, as the steamer behaved badly during a rainstorm which drove her ashore, and also because a lurcha had got in her way.

On Saturday evening a serious riot took place between two large gangs of coolies on Praya West. Heavy wooden weapons, choppers, and knives were used, and three men who were seriously injured, two about the head and one in the side, had to be removed to the Civil Hospital. Upwards of twenty men, turned out from No. 7 Police Station and with a detachment from the Central Station the riot was ultimately quelled. Eight men were brought before the Magistrate to-day. The case has been remanded.

The *N.C. Daily News* hears that the Shanghai Paper Mill property has been sold for £87,500 to Mr. Munster Schultz, acting for a syndicate of Chinese.

We understand, says the *Shanghai Mercury*, that the scheme for an Imperial Chinese Post Office is to be revived at an early date, and at present has progressed so far that the designs for postage stamps, post cards, etc., have been already submitted to Peking and accepted.

The British steamer *Anger* arrived at Nagasaki on the 9th inst. from Yokohama after a very unpleasant experience of a typhoon, during which she lost her mast and was driven ashore by the force of the wind and sea. Upon examination in the Mitsui Bishi Co.'s dock the day after her arrival, it was found that, in addition to other injuries, her stern-post was badly fractured. We hear (says the *Peking Sun*) that the vessel is to be repaired at the Mitsui Bishi Co.'s dock, and that the work on her will be finished by the 25th inst.

The *Shanghai Mercury's* Chefoo correspondent writes: "We never hear anything more of the wrecked *s.s. Monte*, and there is every reason to believe that the wreck of the *s.s. Monte* is to be finally abandoned. One of the three Foreigners in charge of the salvage party on Alcock Island, Mr. J. Roberts, has been here for some time lately, and I believe he intends to leave at an early date for Shanghai, to arrange to blow the wreck to the sea. It is, of course, to judge from past experience, there is no reason to suppose that a better man could possibly be employed to explode the *Monte* wreck. The Chinese appear to have gradually realized what a terrible children's blunder they committed years ago, when they managed to sink the *Wanlung* Railway, sending the plant to South Formosa, to rot and rust away on the sandy beach of Taiwan. It is now an open secret here that Mr. Ma Kie-chong, well known at your port, has been commissioned to re-construct the *Wanlung* Railway, and to bring the plant to the mainland. The Chinese are an eminently practical people, and it is wonderful that they should not have arrived sooner at the conclusion that they were making fools of themselves, in tearing up the old *Wanlung* Railway, instead of extending it. But it is never too late to mend."

The *N.C. Daily News* gives the following translation of a memorial which appears in the *Peking Gazette*. The Viceroy at Canton states that Sang Tzu-ching, commander of the force at 'The Three Rivers,' did not appear a very competent officer, and it was feared that he would make a mess of his duties of looking after pirates and keeping a check on the Yao aborigines. The memorialist therefore removed him to a similar post at Luangnan, and desired the Commander at Peking to keep an eye upon his conduct. The latter officer has reported that Captain Sang does not suit his men in good training and employs so many of them for work on shore that his war junks are not properly manned and not fit to go to sea. The Commander has spoken to him many times, but it is of no use. Also, another officer, Lieutenant Chang Ching-huang, was in charge of a garrison on the look-out for salt smugglers. The steamer was captured and plundered by a number of pirates, who had been allowed to come on board as guides, and many of the crew were wounded. After this the pirates robbed several passing vessels, and went off. Lieutenant Chang is powerless, both for losing his vessel in the first instance, and afterwards for failing to track the pirates. A number of them have since been arrested by other officers. Sang Tzu-ching, however, has not been discovered a single one. It is proposed to cashier him, but to keep him on the spot in order to identify any others of the pirate band who may be taken. Captain Sang the memorialist proposes to reduce to the rank of a First Lieutenant, and give him employment as such—Approved.

The Superintendent of the Natal Observatory, in his report for the year 1891, stating his obligation to no less than seven ladies, without whose zealous assistance, he says, the greater part of the numerous astronomical computations, &c., would not have been carried out. Although lacking such aid as is consistent with the proper working of an Observatory, a great amount of very useful work has been accomplished.

We hear from Hankow, under date the 13th inst., says the *Daily News*, that Messrs Land and Johnson of the Swedish Mission had just arrived there direct from Sing-ai Fu (in Shensi), which city they left on the 29th ultimo. Everything was perfectly quiet during their stay in Sing-ai, and they had heard no rumours of trouble there or in the neighbourhood, and they could suggest no explanation of our telegram. It will be known now, however, in Hankow that the riot was at Ningting in the north of the province, but we have yet to get a further report of what was sent to Sing-ai for transmission to us.

A Tamsui correspondent sends to the *Amoy Gazette* the following Barometrical readings and observations taken during the recent typhoon, the work in an experience of the oldest resident of Tamsui.

Memoirandum of Barometrical Readings.

Taken in Tamsui, Sept. 25th to 27th, 1892.

Date	Time	Bar.	Wind	Remarks
Sept. 25	5.15	29.44	N.	Wind variable force 4
	6.30	29.44	N.	" " " " "
	7.45	29.44	N.	" " " " "
	8.30	29.44	N.W.	Wind force 4, rain
	9.15	29.44	N.W.	At 9.15 the true storm wind began
	10.00	29.44	N.W.	Increasing to force 10
	10.45	29.44	N.W.	" " " " "
	11.30	29.44	N.W.	" " " " "
	12.15	29.44	N.W.	" " " " "
	1.00	29.44	N.W.	" " " " "
	1.45	29.44	N.W.	" " " " "
	2.30	29.44	N.W.	" " " " "
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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 6th October,
1892, at 10 a.m., the Company's S.S.
MELBOURNE, Commandant VINCENOT,
with MAILS, PASSENGERS, SPECULI,
and CARGO, will leave this port for the
above places.

Cargo and Specul will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specul and Parcels until 3 p.m. on
the 4th October, 1892. (Parcels are to
be sent on board; they must be left at
the Agency's Office.)

Quantities and value of Packages are re-
quired. For further particulars, apply at the
Company's Office.

G. DE MEYER, Agent,
Hongkong, September 21, 1892. 1643

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Galleon, to Honolulu, Tuesday, Oct. 11.
Belgic, to London, Tuesday, Nov. 10.
Oceanic, to London, Tuesday, Nov. 29.

THE Steamship GALLIC will be
despatched for San Francisco, via
Honolulu and Yokohama, on TUESDAY,
the 11th October, at 1 p.m., connection
being made at Yokohama with Steamers
from Shanghai and San Francisco.

RATES OF PASSAGE.
From Hongkong, First Class.

To San Francisco, via Honolulu, 1st Class, \$35.00.
To San Francisco, via Honolulu, 2nd Class, \$25.00.
To San Francisco, via Honolulu, 3rd Class, \$15.00.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
atlantic lines of Steamers.

CONSULAR INVOICES OF Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. E. Brown, Agent,
General Freight and Passenger Agency,
Canadian Pacific Railway Company, Van-
couver, B.C.

PARCELS must be sent to the Company's
office with address marked in full by 5 p.m.
on the day previous to sailing.

For further information as to Pass-
age and Freight, apply to
E. HOLLOWAY,
General Agent,
Hongkong, September 10, 1892. 1678

NORDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & RAILWAY PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through bills
of lading for the principal places in
RUSSIA.

ON SUNDAY, the 16th day of October,
1892, at 10 a.m., the Company's S.S.
NECKAR, Captain SPRINGER, with
MAILS, PASSENGERS, SPECULI, and
CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specul and Parcels until 3
p.m. on the 16th October. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents of
Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MEYER & CO.,
Agents,
Hongkong, September 24, 1892. 1675

NOW READY.

PRICE, \$1.50

UP THE YANGTSE,
BY
E. H. PARKER,
with
SKETCH MAPS.

CONTENTS:
The Yangtze Gorges and Rapids in Hu-pe.
The Rapids of the Upper Yangtze.
The "Vado-magnum" of the Traveller
through the Gorges of the Great River.
Special Observations.
A Journey in North Szechuan.
Nan-chuan and the Kung-tan River.
Up the Kiang River.
The Great Salt Wells.
North Kwei Chien.
The Wilds of Hu-peh.
Szechuan Plants.

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CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.
(SUBJECT TO ALTERATION.)

Empress of Japan, Saturday, October 2.
Empress of China, Saturday, Nov. 6.
Empress of India, Saturday, Dec. 3.

THE R.M.S. EMPRESS OF JAPAN,
Lieut. Geo. A. Lee, R.N.R., Com-
mander, sailing at Noon, on SATURDAY,
the 2nd October, with Her Majesty's
Mails, will proceed to VANCOUVER, via
SHANGHAI, KOBE, INLAND SEA and
YOKOHAMA.

RATES OF PASSAGE.
From Hongkong, First Class.

TO

Vancouver, Victoria, Es-
quimaux, New West-
minster, B.C., 225 338 394

Port Townsend, Seattle,
Tacoma, Wash., 255 383 487

Portland, Ore., San Fran-
cisco, 275 413 482

Banff, Calgary, Albu-
querque, Minn., St. Paul, Du-
luth, Minn., 285 428 499

Chicago, Ill., Kansas City,
St. Louis, Mo., 295 443 517

Milwaukee, Wis.,
Detroit, Mich., Cincinnati,
Cleveland, Columbus, O.,
Hamilton, London, Toron-
to, 305 458 534

Buffalo, Niagara Falls,
Kingston, Ottawa, Ont.,
Montreal, Quebec, Que-
bec, N.Y., Albany, Troy,
Rochester, N.Y., Philadel-
phia, Pittsburg, Pa.,
Washington, D.C., Boston,
Mass., Portland Me.,
Halifax, N.S., St. John,
N.B., 315 463 543

Liverpool and London via
Liverpool, 315 478 550

Paris via Liverpool and
London, 345 508 580

Hamburg, 355 518 590

2nd class steamer and 1st class on rail,
and 2nd class steamer and rail, also Steer-
age Rates and Rates to other places, quoted
on application.

Return Tickets.—Time limit for propo-
sition ticket is reduced from date of arrival
to date of return sailing at Vancouver.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
atlantic lines of Steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Service, to
European officials in service of China or
Japan, and to Government officials.

CARGO.—Through Bills of Lading issued
to Japan, Pacific Coast Ports, and to
Canada, United States Ports.

CONSULAR INVOICES OF Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of D. E. Brown, Agent,
General Freight and Passenger Agency,
Canadian Pacific Railway Company, Van-
couver, B.C.

PARCELS must be sent to the Company's
office with address marked in full by 5 p.m.
on the day previous to sailing.

For further information as to Pass-
age and Freight, apply to
E. HOLLOWAY,
General Agent,
Hongkong, September 10, 1892. 1678

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & RAILWAY PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

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AT SOUTHAMPTON TO LAND PASSENGERS
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Hongkong, September 24, 1892. 1675

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North Kwei Chien.
The Wilds of Hu-peh.
Szechuan Plants.

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Price per Copy, 50 CENTS.
China Mail Office.

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NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.
(SUBJECT TO ALTERATION.)

Zambesi, Tuesday, October 4.
Victoria, Thursday, November 3.
Tacoma, Thursday, December 1.
A Steamer, Thursday, December 29.

THE Steamship ZAMBESI, Captain
BOWEN, sailing at Noon, on TUES-
DAY, the 4th October, will proceed to
VICTORIA, B.C., and TACOMA, via
SHANGHAI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of the General Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Pass-
age or Freight, apply to
DUDWELL, CARROLL & CO.,
Agents,
Hongkong, September 17, 1892. 1616

INTIMATIONS.

CHAS. F. GAUFF & CO.,
Jewellers, Watch and Clock Makers,
Gold and Silver Smiths,
NATURAL SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

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STROKES AND TELESCOPES,
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English Silver and Electro-Plated Ware,
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in great variety.

DIAMONDS
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DIAMOND NEWELL'S
A Splendid Collection of the Latest London
Patented, at most reasonable prices. 549

WING HONG,
TAILOR, DRAPER & OUTFITTER,
HAS JUST RECEIVED
A LARGE ASSORTMENT
OF
NEW STYLES OF GOODS
OF ALL KINDS
FOR SUMMER WEAR.

All kinds of
CLOTHES
MADE AND FINISHED BY GUARANTEE
AT LOWEST PRICES.
Please make a call.
48, QUEEN'S STREET, CENTRAL. 1100.

SHARE LIST—JULY 1892—Sept. 26 1892.

Stocks

Bank of China, Japan and Straits, 10,000 \$ 125 all 57 1/2 prem.

Bank of India, 10,000 \$ 125 all 57 1/2 prem.

Bank of Japan, 10,000 \$ 125 all 57 1/2 prem.

Bank of Korea, 10,000 \$ 125 all 57 1/2 prem.

Bank of Persia, 10,000 \$ 125 all 57 1/2 prem.

Bank of Siam, 10,000 \$ 125 all 57 1/2 prem.

Bank of Tonkin, 10,000 \$ 125 all 57 1/2 prem.

Bank of Yunnan, 10,000 \$ 125 all 57 1/2 prem.

Bank of Zeylan, 10,000 \$ 125 all 57 1/2 prem.

Bank of Ceylon, 10,000 \$ 125 all 57 1/2 prem.

Bank of Malacca, 10,000 \$ 125 all 57 1/2 prem.

Bank of Sumatra, 10,000 \$ 125 all 57 1/2 prem.

Bank of Java, 10,000 \$ 125 all 57 1/2 prem.

Bank of Borneo, 10,000 \$ 125 all 57 1/2 prem.

Bank of Celebes, 10,000 \$ 125 all 57 1/2 prem.

Bank of Moluccas, 10,000 \$ 125 all 57 1/2 prem.

Bank of East Indies, 10,000 \$ 125 all 57 1/2 prem.

Bank of West Indies, 10,000 \$ 125 all 57 1/2 prem.

Bank of North America, 10,000 \$ 125 all 57 1/2 prem.

Bank of South America, 10,000 \$ 125 all 57 1/2 prem.

Bank of Central America, 10,000 \$ 125 all 57 1/2 prem.

Bank of Caribbean Sea, 10,000 \$ 125 all 57 1/2 prem.

Bank of Gulf of Mexico, 10,000 \$ 125 all 57 1/2 prem.

Bank of Florida, 10,000 \$ 125 all 57 1/2 prem.

Bank of Georgia, 10,000 \$ 125 all 57 1/2 prem.

Bank of Alabama, 10,000 \$ 125 all 57 1/2 prem.

Bank of Mississippi, 10,000 \$ 125 all 57 1/2 prem.

Bank of Louisiana, 10,000 \$ 125 all 57 1/2 prem.

Bank of Texas, 10,000 \$ 125 all 57 1/2 prem.

Bank of New Mexico, 10,000 \$ 125 all 57 1/2 prem.

Bank of Arizona, 10,000 \$ 125 all 57 1/2 prem.

Bank of California, 10,000 \$ 125 all 57 1/2 prem.

Bank of Nevada, 10,000 \$ 125 all 57 1/2 prem.

Bank of Idaho, 10,000 \$ 125 all 57 1/2 prem.

Bank of Montana, 10,000 \$ 125 all 57 1/2 prem.

Bank of Wyoming, 10,000 \$ 125 all 57 1/2 prem.

Bank of Colorado, 10,000 \$ 125 all 57 1/2 prem.

Bank of Utah, 10,000 \$ 125 all 57 1/2 prem.

Bank of New York, 10,000 \$ 125 all 57 1/2 prem.

Intimations.

DR. KNORR'S ANTIPTHRINE "LION
BRAND." (Dose for adults 15 to 35
grains a day) is the most approved and
most EFFICACIOUS REMEDY in cases of
HEADACHE, MIGRAINE, NEURALGIA, RHEU-
MATISM, FEVER, TYPHUS, DYSPEPSIA,
HOOTING COUGHS, INFANTILE, DENGUE,
and MANY OTHER COMPLAINTS. It is also
the very best ANTISEPTIC. Highly recom-
mended by the Medical Faculty.

Ask for Dr. Knorr's Antiphrine! Lion
Brand. Each tin bears the inventor's
signature "Dr. Knorr" in red letters.

DERMATOL is the best vulnerary; its
effect in stimulating the closing of wounds
is described as amazing.

To be had of every reputable Chemist and
Druggist.
Supplies constantly on hand at CHINA
EXPORT, IMPORT & BANK COMPANY,
Hongkong and Shanghai, Sole Agents for
China.

Beware of spurious imitations!!! 1069

WINDSOE HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THIS Private Hotel heretofore carried on
in WINDSOE HOUSE has now been
removed to CONNAUGHT HOUSE.

Cuisine under European management.
Each Bed-room has its own Bath-room.
Hot and Cold Water. Passenger Elevator
to all Floors.

Charges from \$2 per day upwards.
Special Rates for Families or Permanent
Residents. Offices and Rooms to let. Va-
lue and Gold Water. Passenger Elevator
to all Floors. Apply at the
Office, No. 37, 3rd Floor.
Hongkong, August 23, 1892. 1534

SANTAL-MIDY.
The pure essence of Santal ob-
tained by the latest process from the
best Myro wood.

SANTAL-MIDY entirely differ-
ent from the Santal of the Indian
Bazaar, is superior to Copahu, Cubeb,
and all other inferior remedies.

SANTAL-MIDY cures all de-
rangements of the urinary organs in either sex
in 48 hours.

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